AGRICULTURE AND FOREST SECRETARIAT

NOTIFICATION

Bangalore, dated 5th October 1972.

S. O. 82.—In exercise of the powers conferred by Section 4 of the Mysore Forest Act, 1963 (Mysore Act 5 of 1964) the Government of Mysore hereby,—

(1) declares that it has been decided to constitute the land in the Mudanadugodu village of Bantwal Taluk of South Kanara District, the situation and limits of which are specified in the Schedule below, as reserved forest;

(2) appoints the Forest Settlement Officer, South Kanara, Mangalore to be the Forest Settlement Officer for purposes of clause (c) of sub-section (1) of the said section, and

(3) appoints the Divisional Forest Officer, Coondapur Division, Coondapur, to represent the State Government in the enquiry by the said Forest Settlement Officer.

SCHEDULE

Name of the District	...	South Kanara
Name of the Taluk	...	Bantwal
Name of the Village	...	Mudanadugodu
Survey Field Number	...	74
Name of the Block	...	Mudanadugodu Block
Extent	...	47.348 Hectares (117.00 acres)

Boundary Description
Bit-I

North:—The demarcation line starting from the station No. 1, a point situated at the Cairn No. 2 of Mudanadugodu Block Bit I runs in North-East direction to reach the station No. 3, to a distance of 545 links passing through the middle station No. 2. Then runs in the Eastern direction to station No. 4 at a distance of 200 links. Again runs in North-East direction to station No. 6 passing through the middle station No. 5 over a distance of 538 links. Then runs in almost Southern direction to reach the station

No. 10, to a distance of 1225 links, passing through the intermediate station No. 7 to 9. Thence it runs South-East direction to reach the station No. 11, a distance of 260 links. Again it runs in almost Eastern direction to reach the station No. 12, a distance of 285 links. From there it runs South-East direction to station No. 14, a distance of 855 links, passing thorugh the intermediate station No. 13. Again it runs almost Southern direction to station No. 15, a distance of 260 links. Thence it runs South-East direction to reach the station No. 19, a distance of 1205 links, passing through the intermediate station No. 16 to 18. Again the line runs almost Eastern direction to station No. 20, a distance of 245 links. Afterwards it runs in South-East direction to station No. 21, a distance of 320 links. Again it runs North-East direction to reach the station No. 22, a distance of 200 links. Thence it runs almost Eastern direction to reach the station No. 25, a distance of 760 links, passing through the intermediate station No. 23 and 24. Again it runs in South-East direction to reach the station No. 26, a distance of 520 links. From there it runs North-East direction to reach the station No. 30, to a distance of 930 links, passing through the intermediate station Nos. 27 to 29.

The bearings and distances from station to station are as follows:

Station Numbers From	To	F. Bearings in degrees	Distances in links.
1	2	3	4
1	2	35½	285
2	3	50½	260
3	4	90	200
4	5	68	138
5	6	58½	400
6	7	175	330
7	8	184	160
8	9	183	370
9	10	174½	365
10	11	116½	260

1	2	3	4
11	12	98	2·5
12	13	144	440
13	14	116½	415
14	15	195	260
15	16	142	425
16	17	140½	160
17	18	103	330
18	19	99½	290
19	20	86	245
20	21	102	320
21	22	75	2·0
22	23	95	2·0
23	24	109½	200
24	25	90½	300
25	26	105	520
26	27	61	300
27	28	67½	155
28	29	43	275
29	30	21	200

East :—From Station No, 30 the demarcation line runs mostly Southern direction to station No. 31, a distance of 100 links. Then it runs almost Eastern direction to station No. 32 over a distance of 100 links. Then it runs almost South-East direction to reach the station No 39, to a distance of 1210 links, passing through the intermediate stations Nos. 33 to 38. From there it runs Western direction to station No. 40, a distance of 185 links. Afterwards it runs North West direction to reach the station No. 42. a distance of 755 links, passing through the intermediate station No. 41. Thence it runs in South-West direction to station No. 43, a distance of 430 links From there it runs almost South-East direction to reach the station No. 53, by passing through the intermediate station Nos. 44 to 52 to a distance of 3575 links. Thence the line runs Southern direction to station No. 54, a distance of 170 links. Again it runs South East direction to station No. 55, a distance of 180 links. Again it runs South-West direction to reach the station No. 56, a distance of 270 links. From there it runs almost North-West direction to

reach the station No. 57, a distance of 230 links. Again, it runs South-West direction to station No. 58, a distance of 290 links. Thence it runs South East direction to reach the station No. 60, to a distance of 385 links passing through middle station No. 59.

The bearings and distances from station to station are as follows:—

Station From	Numbers To	F. Bearings in degrees.	Distances in links
30	31	174	100
31	32	94	100
32	33	163½	145
33	34	126½	100
34	35	158½	230
35	36	148	200
36	37	138½	230
37	38	103½	175
38	39	162	130
39	40	271½	185
40	41	297	325
41	42	297½	430
42	43	225	430
43	44	157	400
44	45	189½	185
45	46	142	310
46	47	151	410
47	48	101½	6 0
48	49	161	500
49	50	134	410
50	51	130	180
51	52	170½	300
52	53	16 ½	260
53	54	180	170
54	55	145	180
55	56	121	270
56	57	323½	230
57	58	254	290
58	59	160	175
59	60	160	210

South :—From station No. 60 the demarcation line runs South-West direction to reach the station No. 62, to a distance of 260 links, passing through the intermediate station No. 61. Then it runs in North-West direction to reach the station No. 67, to a distance of 1350 links, passing through the intermediate station Nos. 63 to 66. From there it runs in North-East direction to reach the station No. 69 to a distance of 400 links passing through middle Station No. 68. Thence it runs in North-West direction to reach the station No. 71 to a distance of 690 links, passing through the intermediate station No. 70. Again it runs South-West direction to reach the station No. 72, to a distance of 390 links. Afterwards it runs North-West direction to reach the station No. 75, to a distance of 1225 links by passing through the intermediate station Nos. 73 and 74. Thence it runs South-West direction to station No. 77, to a distance of 755 links, by passing through the intermediate station No. 76, Again it runs South-East direction to reach the station No. 80, to a distance of 842 links, by passing through the intermediate station Nos. 78 and 79. Again it runs South-West direction to reach the station No. 81, to a distance of 250 links. Thence it runs almost Southern direction to reach the station No. 82, a distance of 300 links. From there it runs South-West direction to reach the station No. 83, a distance of 215 links.

The bearings and distances from station to station are as follows:

Station From	Numbers To	F. Bearings in degrees	Distances in links
	2	3	4
60	61	255	160
61	62	256½	100
62	63	336	350
63	64	341	2-0
64	65	344	240
65	66	351	270
66	67	358½	210

1	2	3	4
67	68	11½	155
68	69	12½	245
69	70	300½	400
70	71	304½	290
71	72	250	390
72	73	328	210
73	74	331	450
74	75	332½	565
75	76	258½	400
76	77	245	355
77	78	162½	287
78	79	162½	200
79	80	159½	355
80	81	259	250
81	82	175	300
82	83	221½	215

West—From station No. 83 the demarcation line runs in North-West direction to reach the station No. 84, a distance of 600 links. Again it runs North-East direction to reach the station No. 85, to a distance of 286 links. From there it runs almost North-West direction to reach the station No. 89, to a distance of 1550 links, by passing through the intermediate station Nos. 86 to 88. Afterwards the line runs in North-West direction to reach the station No. 93, to a distance of 1460 links, by passing through the intermediate station Nos. 90 to 92. Thence the line runs almost Northern direction to reach the station No. 94, a distance of 250 links. Again the line runs North-West direction to reach the station No. 96, to a distance of 1380 links, passing through the intermediate station No. 95. Thence it runs almost Western direction to station No. 97, a distance of 450 links. Afterwards it runs South-West direction to station No. 98, a distance of 300 links. Again the line runs almost South-East direction to reach the station No. 101, to a distance of 1100 links, by passing through the intermediate station No. 99 and 100. Thence it runs almost Western direction to reach the station No. 102, a distance of 200 links. From there it runs

almost North-West direction to reach the station No. 106, to a distance of 1810 links, by passing through the intermediate station Nos. 103 to 105. Again it runs in North-East direction to reach the station No. 0 to a distance of 945 links, by passing through the intermediate station Nos. 107 to 108. Then it runs almost Northern direction to station No. 1 which is a starting point of the Bit I to a distance of 420 links.

The bearings and distances from station to station are as follows:

Station From	Numbers To	Bearings in degrees in FB.	Distances in links
83	84	340	600
84	85	16	286
85	86	334	300
86	87	325	400
87	88	311½	500
88	89	285	350
89	90	353	255
90	91	347½	345
91	92	293	210
92	93	287½	650
93	94	358	250
94	95	327½	780
95	96	296½	600
96	97	266	450
97	98	219	300
98	99	170	310
99	100	128	500
100	101	143½	290
101	102	266	200
102	103	295	685
103	104	283	425
104	105	315	300
105	106	318½	400
106	107	36½	390
107	108	23	190
108	0	20	365
0	1	2	420

Starting point of the Bit I.

Bit II

A tie line runs from Station No. 83 of Bit I in 235½° F. B, over a distance of 1200 links to station No. 1 of Bit II

North:—Starting from the station No. 22, a point situated at the newly constructed Cairn No. 22 the demarcation line runs in almost Eastern direction to station No. 1 over a distance of 135 links. Then it runs in South-East direction to reach the station No. 8, to a distance of 1930 links passing through the intermediate station Nos. 2 to 8.

The bearings and distances from station to station are as follows:

Station From	Numbers To	Bearing in degrees in FB.	Distances in links
22	1	92½	135
1	2	121	320
2	3	103	365
3	4	103	270
4	5	124	245
5	6	148	150
6	7	151½	270
7	8	115½	320

East:—From station No. 8 the demarcation line runs in South-East direction to reach the station No. 9, a distance of 610 links. Again it runs South-West direction to reach the station No. 10, a distance of 170 links. From there it runs almost Southern direction to reach the station No. 11, a distance of 145 links.

The bearings and distances from station to station are as follows:

Station From	Numbers To	Bearings in degrees in FB.	Distances in links
8	9	166½	610
9	10	218	170
10	11	188	145

South:—From station No. 11 the demarcation line runs in North-West direction to reach the station No. 15, to a distance of 1013 links, passing through the intermediate station Nos. 13 to 14.

The bearings and distances from station to station are as follows:

Station From	Numbers To	Bearings in degrees in FB.	Distances in links
11	12	302	226
12	13	285	275
13	14	288	140
14	15	286½	372

West:—From station No. 15 the demarcation line runs in almost Northern-direction to station No. 16 over a distances of 220 links. Then runs North-West direction to reach the station No. 21 to a distance of 2619 links, passings through the intermediate station No. 17 to 20. Again it runs almost North-East direction to reach the station No. 22 which is the starting point of the block to a distance of 340 links.

The bearings and distances from station to station are as follows:

Station From	Numbers To	Bearings in degrees in FB.	Distances in links.
15	16	15	220
16	17	299½	334
17	18	300	540
18	19	308	155
19	20	300	230
20	21	343½	530
21	22	46½	440

Starting point of the Bit II of Mudanadugodu Block.

Right of ways

A Panchayath Road first enters Bit I between Cairn No. 9–10 and comes out between Cairn No. 103–104.

Foot Paths

A foot path enters Bit I between Cairn No. 14–15 and comes out between Cairn No. 95-96 and again it enters between Cairn No. 85–86, and comes out between Cairn No. 83–84. Another one Foot path enters between Cairn No. 27–28 and comes out between Cairn No. 43–44.

Other Privileges.

(a) Free grazing of cattle by the villagers.
(b) Free removal of green manure leaves for *bona fide* use by ryots.
(c) Free removal of dry fuel for *bona fide* use by the villagers.

[No. AFD 104 FAF 71.]

By Order and in the name of the Governor of Mysore,

S. SHYAM SUNDER,

Special Officer and Ex-Officio
Deputy Secretary to Government,
Agriculture and Forest Department.

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